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Montana and the Sky

MDT Department of Transportation - Aeronautics Division Vol. 49 No.2 February 1998

Montana Aviation Conference — Good To Go!

Plans are shaping up for the 1998 Montana Aviation Conference being held February 26-28, 1998 at the Holiday Inn at Billings. The Billings conference committee chaired by Tim McGinnis of MAC Engines has been busy planning an interesting three-day schedule. Conference sponsors include the Montana Aviation Trades Association, Montana Pilots Association, Montana Antique Aircraft Association and the Montana Aeronautics Division.

Many concurrent sessions will be offered. The FAA will conduct an Open Forum as will the Montana Aeronautics Board.

Exhibitors from all over the country have reserved booth space for the trade show. These companies also donate thousands of dollars in door prizes to be given away during the Conference. For those individuals who preregister a special drawing will be conducted for an airline ticket.

Many generous companies have donated money to ensure conference success. Monies will be used for the morning and afternoon coffee breaks, and the Friday night cocktail hour dinner/dance.

Featured speakers include: Jim Coyne, President of the National Air Transportation Association (NATA) at the kickoff luncheon on Thursday; Betty Geiger-Darst as Katharine Wright at the awards luncheon on Saturday; and Dean Engelhardt a Hollywood stunt pilot will be on tap for Saturday evening's banquet. In addition, Dean will conduct a program Saturday morning entitled, "How To Survive An Aircraft Crash".

Make plans now to attend Montana's greatest aviation event!!

Saturday Awards Luncheon to Feature "Katharine Wright"

Betty Geiger-Darst as "Katharine Wright," will share many facets of the Wright Brothers. Katharine Wright, sister to Wilbur and Orville, is one of Darst's most fascinating studies. Her interest in Katharine was a natural extension of her exploration of the history of flight. Her research led to a relationship with the surviving Wright family and the opportunity to study Katharine through the generational tapestry of family records.

A gifted historian and talented performer, Betty brings history to life through a multi-media presentation showing seldom-seen photos, letters and diaries. She greets you wearing a copy of the 1909 Homecoming suit worn by KatharineWright when she greeted her brothers' on return from Europe. As she proceeds to share a remarkable personal account of the First Family of Aviation, the depth of her research is immediately evident. The Wright family has encouraged Betty to develop this program, sharing their personal family archives, giving her greater insights into the fascinating Wright Brothers. This is an absorbing program, and an unusual glimpse into the lives of the inventors, and brothers of flight, who made flying, and our being together today, possible.

Betty will speak at the awards luncheon on Saturday , February 28 at the Montana Aviation Conference. The lunch will begin at 11:30 and tickets must be purchased 48 hours in advance.

Meal tickets are separate from the registration with the exception of the Friday luncehon and must be reserved in advance of each meal. Tickets for the kickoff luncheon on Thursday must bereserved through registration.

Betty Geiger-Darst as Katharine Wright will appear at the awards luncheon on Saturday.

NEW THIS YEAR: TAKEOFF TO LANDING PACKAGE!!! Pay one price prior to attend all conference functions at a reduced rate. Complete the registration form found elsewhere in the newsletter and return now!

Administrator's Column

Contract Weather Observers To Remain: I recently received a letter from Helen Parke, Manager, Air Traffic Division, Northwest Mountain Region, Federal Aviation Administration, advising me that upon completion of a comprehensive 120-day assessment of ASOS's at Butte, Livingston, and Miles City, the FAA findings are somewhat inconclusive and lend themselves to further examination and investigation. As a result the FAA has decided to place an indefinite hold on commissioning ASOS's at these sites and contract weather services will remain at Butte, Livingston, and Miles City. No definitive dates regarding the possible commissioning of these ASOS's can be provided at this time. Mrs. Parke stated that "every effort is being made to carefully study impacting criteria and address aviation safety in this process. Safety is, and will remain, the FAA's number one consideration."

* * * * * * * * * * *

FAA Joins Opposition: FAA Administrator Jane Garvey has joined national aviation organizations in opposing the Federal Communications Commission (FCC) proposed rulemaking aimed at rapid construction of television broadcast towers by preempting state and local government zoning laws. Garvey noted that although the FAA's determination of hazardous to airspace is only advisory, many states and local governments enact laws to prohibit construction when the FAA had deemed it to be hazardous. Garvey said "under the proposed FCC rule, state and local governments may be deprived of sufficient time to address a proponent's request for construction authority." That "State and local governments have proved to be valuable partners in the quest for a safe aviation environment." Henry Ogrodzinski, President of the National Association of State Aviation Officials stated "Garvey indicates clear support of the states unequivocal role in protecting our national airspace from hazardous obstructions. We applaud FAA's recommendation to leave intact the historic ability of states and localities to control the construction of potentially deadly structures in or near approaches to airports."

* * * * * * * * * * *

New Aviation Fuel: After more than eight years of gathering information for specification testing the Experimental Aircraft Association (EAA) has announced that the American Society for Testing and Materials has approved a new specification for an 82 grade unleaded aviation fuel which will soon be approved for use in airplanes which now are approved to use auto fuel. Petroleum suppliers, aircraft and parts companies, and aviation organizations all agree with the ASTM approval. EAA and Cessna Aircraft were the first aviation industry entities to work on this project and Cessna has indicated that the new fuel will eventually be used in its new light aircraft. The new 82 grade aviation fuel is equivalent to the 87 octane auto fuel and over 70% of the single engine GA airplanes may be able to use this fuel in place of diminishing 80/87 grade aviation fuel and at a lower cost. EAA President Tom Poberezny stated "this approval is a major step forward toward the use of unleaded fuel in general aviation airplanes. The goal has always been creation of an avfuel specification that would be easy for fuel suppliers to refine and distribute, as well as be readily available and affordable for pilots. This agreement achieves those goals."

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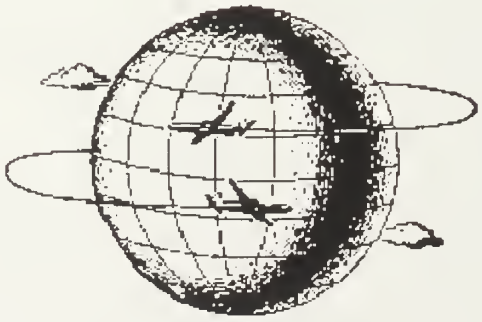

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Historical Tour of Billings

Would you like to tour the Moss Mansion? Would you enjoy a chauffeured ride around Billings to see historical sites and landmarks? Does a visit to the tower at Logan International Airport sound intriguing? Would you like to see the house once owned by Will James where he penned his famous book, Smoky, The Cowhorse? Interested in some shopping time at Rimrock Mall?

These attractions and more are offered FREE to anyone registered to attend the **1998 Montana Aviation Conference** in Billings, Montana. The coach and tour guide will be ready and waiting for you to board at 8: 45 a.m., Friday, February 27th.

Seating is limited, so be sure to get your name on the list early. You can sign up now by calling Bobi Allard at (406)656-8242 or if you have access to e-mail you can write to her at: GeneBobi@wtp.net If your plans aren't definite yet, just look for the sign-up sheet at the Conference registration desk. You might get one of the last best seats!!

Student News

Michael Rath–University of North Dakota Aerospace senior Michael Rath of Baker received the George and Alma Hammond Award at the 22nd Annual Alumni Aviation Banquet at the University of North Dakota, Grand Forks. Michael is an aviation management major with a 3.3 GPA. Michael has been a flight instructor for four months at UND. He is involved with Pilots In Christ, Montana Pilots Assoc. and Campus Crusade.

The George and Alma Hammond Award is sponsored by George Hammond and wife, Alma. George retired after serving the Aviation Department in several capacities for many years. This award is given to a student who is currently employed as a UND flight instructor or is working on obtaining his certificate. Michael is the son of Marleen and Dennis Rath of Baker.

Shannon Bengeyfield–A senior student in Aerospace, Shannon Bengeyfield, Dillon, received the UND Flying Team Award at the 22nd Annual Alumni Aviation Banquet, at the University of North Dakota. She is a Commercial Aviation major and a member of Alpha Eta Rho and the Young Eagles flight program in Montana.

The UND Flying Team Award is sponsored by the UND Flying team, which recently won the NIFA Regional Championship. This award is given to two students who have shown outstanding dedication and sacrifice to the UND Flying Team.

UND Aerospace, founded in 1968, is an international leader in aviation education and training. It is the second-largest college at the University of North Dakota with 1,500 students enrolled in 12 undergraduate and graduate aerospace-related degree programs. UND Aerospace operates a fleet of more than 80 training aircraft and simulators including helicopters, jet, and turboprop aircraft. The UND Aerospace complex is the most technologically advance collegiate environment for aerospace education, training and research in the world, and provides unequaled educational opportunities for the future leaders of the aerospace industry.

Congratulations to these outstanding Montana students!!!

Code Of Flight Conduct

What if all flight instructors followed the guidelines the National Air Transportation Association set for flight schools to adopt and follow? The principles include showing respect for students, instilling a dedication to safety, making a concerted effort to raise the quality of flight training to even higher standards, having ethical management practices and continually applying common sense and good judgement in all situations.

What if all pilots planned their flights with an emergency situation in mind? The preflight planning would include an aircraft that is airworthy, a thorough preflight of the aircraft, the pilot, the enroute flight and destination airport.

FAR 91.103 states, " Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight. This information must include...weather reports and forecasts, fuel requirements, alternatives available if the planned flight cannot be completed, and any known traffic delays (this might be snow removal operations at the destination airport). For civil aircraft an approved flight manual containing takeoff and landing distance data and runway lengths at airports of intended use".

Will you attempt a flight in weather that is beyond you and your aircraft? Don't give in to complacency, keep your preflight thorough and stay current and prepared for the unexpected.

Calendar

February 13 - 14 -
Flight Instructor Refresher Clinic, Aladdin Motor Inn, Helena.

February 26 - 28 -
Montana Aviation Conference, Holiday Inn, Billings.

March 12 - 14 -
Women in Aviation Conference, Denver, CO (937)839-4647.

March 26 - 28 -
Idaho Aeronautics Conference, Boise, ID (208)334-8776.

April 1 - 3 -
NATA/PAMA Supershow, Kansas City, MO (703)845-9000.

April 19 - 25 -
Sun 'n Fun, Lakeland, FL.

July 29 - August 4 -
46th Annual EAA Fly-inConvention, Oshkosh, WI.

Aviation Open House

An Aviation Open House for students interested in careers in aviation will be held at Rocky Mountain College in Billings, Montana, on Sunday, February 22. The program will provide information about aviation career opportunities, certification and training requirements, student financial aid and academic programs of study.

Participants will have an opportunity to take part in orientation flights at Billings Logan airport and fly the college's newly upgraded Frasca simulator, as well as a new Elite PC-based flight training device.

Contact Rocky Mountain College at (800)877-6259 to obtain more information.

Important Reminder!!!

1998 aircraft registrations must be postmarked on or before the March 1, 1998 deadline to avoid the stiff penalty fee. If your aircraft is unflyable or if you have sold the aircraft you still need to initial and sign the back of the forms where applicable and return to our office for processing.

Due to a recent audit we cannot process any aircraft registration forms that are not signed on the reverse, please make sure and sign both forms before returning them to our office for processing. If you have any questions or need further information please call Jeanne or Patty at 444-2506.

Montanans Check Out X-33 Progress

Above, the Montana delegation listens attentively as they are briefed on the X-33 project by Lockheed Martin Skunk Works personnel.

In a light brown hangar surrounded by miles and miles of light brown California desert, workers are piecing together what could become a unique chapter in Montana and U.S. aviation history. Using computers, lasers and other sophisticated tools, workers are in the early stages of assembling the X-33, the plane-rocket hybrid scheduled to make a series of landings at Malmstrom Air Force Base.

A delegation from Montana were treated to a tour of the Lockheed Skunk Works on a trip organized by Senator Conrad Burns.

Crews in the cavernous hangar are working at a steady clip on a variety of metal skeletons that will ultimately be pieced together to form the 273,000-pound, 67-foot long experimental bird. While a lot of what happens in the hangars at Palmdale is closely guarded, the timetable for the X-33 is not secret.

Lockheed Martin got the contract to build the X-33 in July 1996. The craft is supposed to be ready for flight testing, including the flights to Malmstrom, in mid-1999. Company officials say the $941 million project, a joint venture of NASA, Lockheed Martin and a consortium of other aerospace firms, is solidly on track.

Construction on a launch pad in the desert at Palmdale began in mid-November. A small mock-up of the X-33 has endured more than 5,000 hours of wind tunnel testing. Even the budget is in decent shape. Lockheed officials say they have spent about $400 million of their $1.1 billion total X-33 budget.

The Lockheed Martin Skunk Works, as this expansive patch of asphalt, hangars and brown sand is called, has a history of quick turnarounds, notes Jack Gordon, who oversees the operation for Lockheed Martin, the nation's largest defense and space contracting concern.

Jack Gordon, President of Lockheed Martin Skunk Works and Senator Conrad Burns.

Gordon told visitors how the U-2 spy plane went from concept to flight in nine months at Skunk Works. The A-12, the first "stealth" plane developed in the United States, went from contract letting to its first flight in 32 months.

But it took some imagination to see the sum of all parts, at least the way the sleek craft is portrayed in the colorful Lockheed brochures. Throughout the hangar, workers in jeans and T-shirts work at a steady but unhurried pace. In one area, the nose of the craft is beginning to take shape. A few paces away, a gaggle of workers are focused on a tall panel of titanium, where the craft's innovative aerospike engines will be mounted.

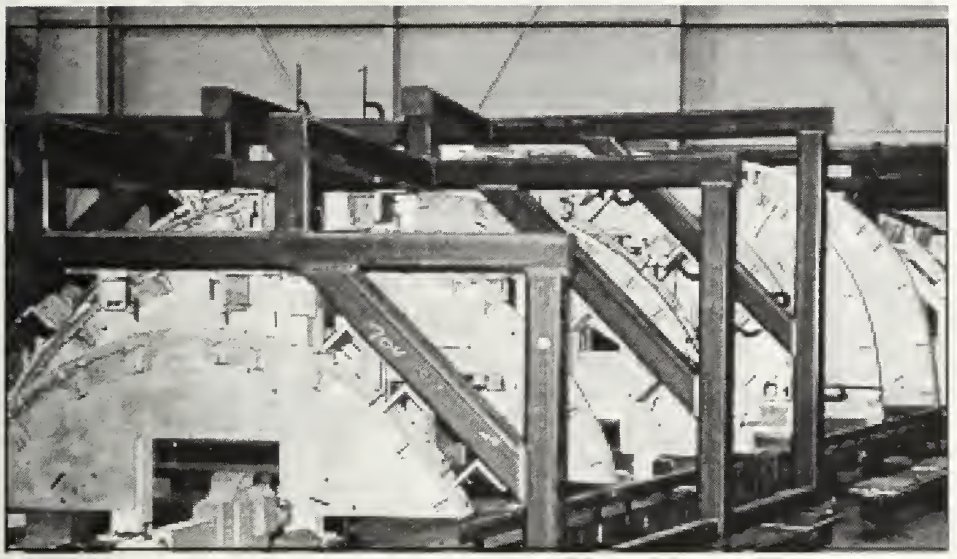
Across the room, hints of fuselage rest among a maze of metal forms. Nearby, sparks from welders flash and fade. It's impressive, even if its hard to see all the pieces together hurtling through the sky faster than the speed of sound.

T. Cleon Lacefield, the X-33 Project Manager shows Senator Burns and others a composite structure to be used on the X-33.

For admirers of engineering and entrepreneurship, the show in the hangars is a good one. "I'm very impressed," said Montana Senator Conrad Burns, one of the more colorful Montanans who visited the Skunk Works. The substantial investment of Lockheed, Boeing, and other aerospace firms on what they hope will be a big step toward commercial space travel appeals to the Republican considered a friend of aviation and space exploration.

Equally impressed was Mike Ferguson and other members of the Montana entourage who visited the Skunk Works. The chance to be part of ground-breaking research and development outweighs the concerns about safety and noise held by some. The X-33, unlike the space shuttle will be unmanned. That means computers and gadgets, not human hands, will be responsible for giving the aircraft a soft landing on the Malmstrom AFB strip.

Continued on Page 5



Construction jigs and fixtures used in creating the X-33.

...X-33 Progress Cont.

There will be just one boom while the craft is still very high. The craft's engines will primarily be used to thrust it vertically to about 300,000 feet. From there, it essentially will follow a long glide path to Malmstrom and be on the ground in 24 minutes. The first test flights to Michaels AFB in Utah will follow a lower trajectory and take just 14 minutes. The exact number of test flights the X-33 will make is still uncertain. The official line from Lockheed: As many as 15 flights beginning in July 1999.

If things go well, the X-33 will have a short, fast life. If the aircraft works as intended, it could pave the way for the development of a similar, larger craft called the Venture Star, the likely successor to the space shuttle.

The idea behind the X-33/Venture Star program is to make getting into space cheaper and more appealing to commercial users. If the X-33 passes muster in the 1999 flight tests, work to find backers for the Venture Star will begin right away. The X-33 likely will be mothballed as it is a technology demonstrator which will be used as a stepping stone to a full-scale vehicle.

We will keep you informed of the X-33 progress as the test flight dates get closer and more information is learned

A small mock-up of the X-33 has withstood more than 5,000 hours of wind tunnel testing.

Aeronautics Mechanics Seminar

The Montana Aeronautics Division is pleased to announce the 1998 Mechanics Seminar/IA renewal will once again be held in conjunction with this year's Montana Aviation Conference. The dates for the Conference are February 26 - 28, 1998. The Mechanics Seminar will be held on Friday February 27 and continue through Saturday, February 28.

We will once again be offering six hours of training on Friday and a full eight hours of training on Saturday. This worked out well last year for those mechanics only wanting to attend on Saturday but still needing the training to update their IA for renewal.

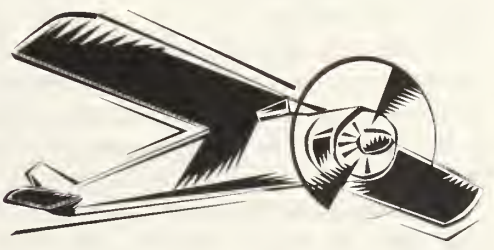
Training on Saturday will feature two hours of FAA Regulations and Policy that will qualify participating mechanics for the PHASE 1 Bronze FAA Aviation Maintenance Technician Award, as well as recertification for IA. Those mechanics choosing to attend the entire seminar will be eligible for the PHASE 2 Silver Award.

There will be no charge for attending the Aviation Maintenance training. Those of you wishing to attend concurrent sessions associated with the Aviation Conference, will need to pay the Conference Registration fee.

TENTATIVE SPEAKERS:

Frank Gurko - *Champion Aviation Products*
Phil Reinpold - *Dallas Airmotive*
Steve Vold - *Aerotronics Inc.*
Karl Stuhmer - *Raytheon (Beechcraft)*
Loren Lemen - *Teledyne Continental Motors*
Bud Clarke - *Air Ryder*
Roger Fuchs - *Engine Components North West*
Tim McGinnis - *M.A.C. Engines*
Mike Barnet - *Mikes Aircraft Fuel Metering*
Sandi Schickel - *Parker Hannifin*
Larry Fleming - *Velcon Filters*
Paul Yedinak - *Aircraft Finishing Systems*
Bruce Ryerson - *FAA Helena FSDO*

Make plans now to attend, to discuss and learn the latest in aircraft maintenance.



Thank you to Sharel Stroh

A changing of the guard has taken place in Montana's Search District # 5 (Hill and Blaine County). With over twenty four years of volunteer service as Search Coordinator in District #5, Sharel is handing over the responsibility of Search Coordinator to Tim Dwyer, Doug Kaercher will remain as assistant Coordinator. We at Montana Aeronautics want to take this time to thank Sharel for her many years of volunteer time.

Hensley Flying Service in the 1970's

Sharel was raised to fly, growing up at the Harve Airport where her family owned and operated Hensley Flying Service. Sharel has been flying since 1958 and holds Commercial Airplane- Single and Multi-Instrument and Commercial Rotor Craft ratings. Sharel is a member of the Whirly Girls International with a membership number of 278. She has been a FAA Safety Counselor for the past 15 years, Chief Pilot at Hensley Flying Service and served as Aeronautics Board Vice Chair in 1991-1994. Sharel and her husband Jim(who holds all the ratings Sharel does with the exception of rotor craft) raised five children and they have all soloed an airplane.

A fond flying memory of Sharel's is the Montana Women's Air Race held in 1960. Montana's finest women pilots were paraded down the main streets of Missoula in antique cars before the start of the race. Twenty-five women competed in the air race with the race legs consisting of stops in Kalispell, Havre and finishing in Great Falls. The excitement of the air race was relived for Sharel in 1995 when she was the chair of the Women's National Air Race

Sharel's first air search was before ELT's, back in the 1960s. The aircraft was found in the Bear Paw Mountains after a lengthy, extensive search. Since that time most of Sharel's SAR work has been looking for ELTs with the help of the many other volunteers in District # 5.

Sharel's plans include more time for flying with a Jet Ranger upgrade as a future goal.

Thank you Sharel and Jim.

Sharel Stroh of Hensley Flying Service received the FBO of the Year Award from the Montana Aviation Trades Association in 1985.

A search and rescue training session in Havre with time out for lunch compliments of Jim and Sharel Stroh

Challenge Education with Aviation

The schedule is coming together for the teacher's workshop to be held in conjunction with the Montana Aviation Conference. Mr. Dave Kimball, the Director of Aviation Programs and Professor of Aviation at Rocky Mountain College in Billings, is the keynote speaker and he will kickoff the workshop.

Mr. Jack Bayne, a teacher at Laurel Middle School and the Director of the Laurel Aviation and Technology Days will do a team presentation on their awesome project. A special guest presentation is being made by Mr. Gordon Hoff, Manager of Aviation Education at Minnesota Aeronautics, he will bring aerodynamics to life with "Toys that teach".

The line up of fine presenters goes on: Kaye Ebelt, JoAnn Eisenzimer, Chuck Manning, Tina Pomeroy, Gail Sanchez-Eaton, Paula Mulroney, Mike Cavey, Lt. Col. Ken Lamkin, Jeanne Lesnik and Len Wheeler.

A careers presentation for high school students by Aviation Professionals and an Air Bear Program for elementary students will generate future aviation interests. For further information on any of these programs contact Jeanne Lesnik, at Montana Aeronautics Division, (406) 444-2506.

MONTANA AVIATION CONFERENCE
FEBRUARY 26 - 28, 1998
HOLIDAY INN - BILLINGS

TENTATIVE SCHEDULE

WEDNESDAY, FEBRUARY 25

Afternoon
- MATA Ag Recertification
- Hospitality hour/dinner

THURSDAY, FEBRUARY 26

Morning
- Registration Opens
- Exhibitor Meeting
- Concurrent Sessions
- Teacher Workshop Sessions
- MATA Ag Recertification
- MATA Business Meeting

Luncheon
- Speaker: James K. Coyne, President, National Air Transportation Association (NATA)

Afternoon
- MATA AgRecertification
- MAMA Board Meeting
- Concurrent Sessions
- Teacher Workshop Sessions

Evening
- Dr. Jerry Cockrell-aviation psychologist and humorist

FRIDAY, FEBRUARY 27

Morning
- Concurrent Sessions
- Elementary School Education/Teacher Workshop Sessions
- Aircraft Mechanic Refresher Seminar
- MFF Business Meeting
- MAMA Membership Meeting

Luncheon
- Held in Exhibit Area, free to paid registrants
- Door Prizes

Afternoon
- FAA Open Forum
- Concurrent Sessions
- Middle/High School Education/Teacher Workshop Sessions
- Aircraft Mechanic Refresher Seminar
- Spouse/Guest Program
- MAAA Business Meeting
- 99s Business Meeting

Evening
- Hospitality Hour, Dinner/Dance

SATURDAY, FEBRUARY 28

Morning
- EAA Business Meeting
- MSPA Business Meeting
- MPA Business Meeting
- Aircraft Mechanic Refresher Seminar
- Concurrent Sessions

Awards Luncheon
- Speaker: Betty Geiger-Darst, as Katharine Wright

Afternoon
- Concurrent Sessions
- Aircraft Mechanic Refresher Seminar
- Aeronautics Board Q&A Session
- AOM Meeting

Evening
- Speaker: Dean Engelhardt, stunt pilot

The exhibit area will open Thursday morning, February 26 at 10 am and will be open at various times during the Conference through Saturday afternoon. All coffee breaks and Friday's lunch will be held in the exhibit area.

Mail to:
Montana Aviation Conference
P.O. Box 5178
Helena, MT 59604-5178

PLEASE PRINT OR TYPE

NAMES OF PARTICIPANTS (S) (for name tags) _____

_____

ADDRESS & PHONE_____

_____

YOUR ORGANIZATION AFFILIATION:
(choose only one for name tag)

MPA_____ MATA_____ MFF_____
MAMA_____ 99's_____ MAAA_____
EAA_____ AMAA_____ CAP_____
MSPA_____ OTHER_____

MAKE CHECKS PAYABLE TO:
MONTANA AERONAUTICS DIVISION

PLEASE MAKE THE FOLLOWING RESERVATIONS
NOTE: Meal tickets must be purchased 48 hours in advance.

TAKEOFF TO LANDING PACKAGE (INCLUDES REG. & ALL MEALS)

_____ @ $85/PERSON	$_____
_____ $150/PERSON/SPOUSE	$_____
-OR-	
Reg. Fee _____ @ $35/person	$_____
_____ @ $45/family	$_____
*Thursday Luncheon _____ @ $10	$_____
Friday Luncheon _____ @ FREE	$ -0-
Friday Dinner/Dance _____ @ $10	$_____
Saturday Luncheon _____ @ $10	$_____
Saturday Banquet _____ @ $25	$_____

RESERVATION MUST BE MADE PRIOR TO THE CONFERENCE FOR THURSDAY LUNCHEON
REFUNDS MUST BE REQUESTED BY MARCH 16, 1998. NO EXCEPTIONS

Garman Earns Award

CAP Cadet Michael Garman has earned the General Carl A. Spaatz Award, the highest award in the CAP cadet program. Cadet Garman is presently attending MSU-Bozeman on a Presidential Scholarship and a CAP scholarship and is majoring in engineering and is enrolled in Air Force College ROTC.

Cadet Garman joined the cadet program in Billings in 1994. He has served in several cadet staff positions and has earned many CAP awards.

The General Carl A. Spaatz Award was named after the first Air Force Chief of Staff and was created in 1965 and since then only 14 Montana CAP cadets have earned the cadet program's highest honor, the last was awarded in 1989. Cadet Garman has already been promoted from cadet lieutenant colonel to cadet colonel, making him the highest ranking CAP cadet in the State of Montana. CAP cadets who earn the Spaatz Award are given preferential consideration when applying to the Air Force Academy and Cadet Garman has applied to the Academy for next year.

Congratulations Cadet Garman!

Thirty-two hundred copies of this public document were produced at an estimated cost of 27 cents each, for a total cost of $864. This includes $120 for production, $526 for postage and $220 for printing.

The Department of Transportation attempts to provide reasonable accomodations for any known disability that may interfere with a person participating in any service, program or activity of the Department. Alternative accessible formats of this document will be provided upon request. For further information call 406-444-2506 or TDD 406-444-7696.

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